

MORE THAN THOUSAND PERISH IN CHICAGO RIVER WHEN STEAMER, WITH LARGE EXCURSION PARTY, IS CAPSIZED: OVERLOADING THOUGHT CAUSE

DECISION FAR OFF IN FIGHT FOR WARSAW

Struggle Still Raging With-
out Any Indication of
Ultimate Outcome.

TEUTONS REINFORCED

Grand Duke Nicholas Hope-
ful of Saving the Polish
Capital From Capture.

Warsaw, July 24. (via London, 2:30 p. m.)—The factories in the city and district of Warsaw that are working on army and navy contracts are being removed to interior provinces, because of the difficulty in obtaining fuel and raw materials in consequence of the nearness to the city of the fighting lines.

London, July 24.—On the battle fronts of the Warsaw angle what is generally considered the most important struggle of the war since the battle of the Marne is still raging without any indication of the ultimate outcome. The Russians are not yet prepared to abandon the salient, continued occupancy of which against a successful enemy would threaten the very existence of their armies. Petrograd concedes there is fighting six miles southwest of the fortress of Ivangorod, where the Germans smashed wire entanglements but were buried back with heavy losses by a Russian counter attack.

Both Vienna and Berlin claim, without giving details, that Austro-German forces are now fighting virtually along the famous Lublin-Chelm railroad. Petrograd admits a German attack on a village located on the railroad, but claims this assault was repulsed. It is conceded, however, that some of this ground was again lost.

The battle for this important Russian line of communication has now been under way for 10 days, and the Russians assert their opponents are approaching the limit of their endurance. The intensity of the battle indicates that the central powers are determined that the fourth attempt to capture Warsaw shall not end in failure.

New German Corps Sent to South.

The impression is growing here that Grand Duke Nicholas is now fighting in the hope of saving Warsaw and defeating the Germans. That the Germans feel their forces are not entirely adequate is indicated by the news from Riga that a German army corps recently landed at Libau has been dispatched to the south to strengthen the attack on Warsaw.

The western front is again comparatively quiet. Italy claims further successes along the Carso plateau, where the fighting has been fierce.

NUMBER EXECUTIONS DIRECTED BY VILLA

Washington, D. C., July 24.—American Consul General Carothers, with General Villa, reported today he was informed Villa had executed two Spaniards, Joaquin Fernandez and Manuel Flores and several Mexicans for "shushes in trade" last Wednesday at Torreon. His informant, Mr. Carothers reported, denied that Villa had executed 30 railroad employees who refused to work for him, and Pedro Ugarte, a rich planter who refused to pay \$200,000 tribute.

El Paso, Texas, July 24.—Two Spaniards and three Mexicans were executed Wednesday at Torreon by order of General Francisco Villa, according to information received as authentic, received here today.

San Antonio, Texas, July 24.—Definite orders have been received from Washington by Major General Frederick Panstun, commanding the border troops, to repel any firing into American territory in fighting threatened between Carranza and Villa forces at Nogales and Naco.

BASEBALL TODAY AMERICAN.

First game—
Washington..... 0 6 2
Detroit..... 2 5 1
Batteries—Johnson and Almsworth,
Henry; Dubuc and Stange.
First game—
Philadelphia..... 3 11 1
Cleveland..... 4 3 1
Batteries—Wyckoff and Laapp;
Morton and O'Neil.

LAST LEGAL MOVE IN BECKER'S CASE

Arguments to Be Heard Monday On
New Application in Behalf of
Rosenthal's Slayer.

New York, July 24.—Charles Becker's hope of escaping execution for the murder of Herman Rosenthal was based today on his application for a new trial. Supreme Court Justice Ford had granted an order requiring the state to show why the appeal should not be granted. The order is returnable before Justice Ford on Monday, when arguments will be heard and witnesses may testify.

W. Bourke Cockran, counsel for Becker, was busy today in the preparation of affidavits for witnesses who had made affidavits comprising the alleged new evidence which formed the basis of the request for a new trial.

The court's order for the state to show cause does not act as a stay of Becker's execution. If the court grants a new trial the stay will be given automatically. Mr. Cockran said this was the last legal move that could be made in Becker's behalf.

DEMANDS STREET CAR MEN ARE WON

Five Thousand Employees of Chicago
Elevated Will Not Have to Re-
sort to Arbitration.

Chicago, July 24.—The 5,000 employees of Chicago's elevated car lines will be granted a wage increase and practically everything they demanded without resorting to arbitration, it was announced today by Britton I. Budd, president of the elevated system.

An agreement reached by officials of the companies and union leaders yesterday, covering every point in the controversy, will be presented to the employees for ratification tonight. The increase in wages granted will cost the companies about \$300,000 a year, it was said. Compared to the recent award in the surface line arbitration, the elevated men will be granted practically the same percentage of increase, it is understood. The new agreement will be for two years.

SEIZE RIFLES AT QUARTERS OIL WORKERS

Police of Bayonne Raid the
Meeting Place of Stand-
ard Plant Strikers.

MORE TROUBLE FEARED

Heavy Iron Pipes Placed on
Tracks of Lehigh Valley
—Arrests Made.

New York, July 24.—Discovery and seizure by the police of 50 rifles and bayonets stored in a hall used by the strikers of the Standard Oil plant in Bayonne, N. J., caused fears today that the men were planning further serious disorders. Reports were circulated that the strikers had collected a fund of several hundred dollars with which to purchase ammunition.

As a result of rumors that the men were arming themselves, the Bayonne police made a sudden raid on the hall early today and dispersing a large number of strikers in front of the building, carried the weapons off to police headquarters. So unexpected was the move that the strikers made no attempt to prevent it.

Soon afterward two men were arrested and charged with placing heavy iron pipes on the tracks of the Lehigh Valley railroad at the entrance to the oil plants. Shots were fired by the guards about the plant at intervals during the night, but there was no concerted outbreak. Governor Fielder still hesitated to call out the troops despite Sheriff Kinkadee's frequent appeals for a guard of soldiers around the plant.

Federal mediators endeavored again today to compose the differences between the strikers.

WAY IS LEFT FOR PEACE IN WILSON NOTE

Demands Made in Previous
Communications Strongly
Insisted Upon.

NO ANSWER FOR WEEKS

Berlin Press Says Stand Does
Not Preclude Future
Negotiations.

Berlin, (via London) July 24.—The American note was not published in this morning's Berlin papers, but probably will appear in the afternoon editions. Count Ernest von Reventlow in an article in the Tages Zeitung declared that no matter what the note contains the submarine campaign will not be restricted. So far as the German empire is concerned, he says, there can be no further question of its attitude. Germany's stand has been taken, the count asserts, and it will be maintained.

The Lokal Anzeiger says the contents of the American note do not preclude the possibility of further negotiations between Washington and Berlin.

Washington, D. C., July 24.—With the publication today of the note warning Germany that any repetition of acts by her submarine commanders in violation of American rights would be regarded as "deliberately unfriendly," the United States government awaited further developments.

The note does not necessarily call for a reply. It leaves the way open, for an answer from Germany disavowing the sinking of the Lusitania and offering reparation, submitting assurances as to the future actions of her

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WOMAN DIES AND FIANCE IS TAKEN

Body of Mrs. Mary Franklin Found in
Chicago Apartment—Evidence
of Struggle.

Chicago, Ill., July 24.—Edwin H. Farnham, a restaurant owner, was held by police today pending investigation into the death last night of Mrs. Mary Franklin, a widow, to whom the police say, he was engaged.

The woman was found dead in her apartment and, although there were two knife wounds in her neck, neither of them could have caused death, physicians said. The police found several strands of short hair, apparently that of a man, clutched tightly in her right hand.

Farnham told the police he thought the woman had killed herself.

THE WAR TODAY

From all sides except the east Teutonic armies are continuing their concerted pressure on Warsaw, the fate of which still hangs in the balance.

Direct assaults on the fortresses protecting the city are weakening the defenses, according to the German claim. They are hammering especially hard on Ivangorod, where the German guns are declared to be playing on the railroad line which runs through Lublin and Chelm.

South of Lublin the battle still rages fiercely. No claim is made by any of the belligerents that a definite result has been achieved there.

Northeast of the Polish capital, along the line of the Narew, Field Marshal von Hindenburg's forces are pressing hard on the Russian bridge head at Rosen. Petrograd is silent as to the outcome.

The German campaign in Courland is admittedly progressing favorably to the invaders.

Hard fighting is in progress along the Bug near the Galician border. Both Austrians and Germans declare the results so far are satisfactory. Petrograd reports indicate a desperate resistance by the Russians.

President Sleeps Late.

Hartford, Conn., July 24.—President Wilson, who is en route to Cornish, N. H., for another brief vacation, slept late this morning and plainly showed the effects of his close application to the German situation and his work in the preparation of the latest German note.

AMONG KNOWN DEAD

Following are the identified Eastland dead:

KASPER LALINE, JR., 9 years.
ROY PETERSON, 4 years.
MRS. PAULINA VANTAK, 44 years, mother of three children, husband saved.

MRS. PETER KOMMER.
CAROLINE MARY DETADLA.
MRS. CARRIE DETAMBLE.
E. W. SCHAEFER.

M. O. SLIECK.
MARY C. MGLYNN.
MISS MARGARET FISKE.
MISS MABEL SCHMIDT.
JOSEPHINE TRIFNY.

HORACE C. GRIFFIN, La Grange.
MISS GERTRUDE NELSON.
S. C. WILEY, La Grange.

MISS ANDERSON, 18 years, Cicero, Ill.

JOSEPH SCHULTZ, 35 years old.
CHARLES ECKMAN.
MRS. MARY KOMMER.

F. A. DOBERMAN, 28 years old.
EDWARD H. GARNER, identified before as that of a man named Gunderson.

LIST OF MISSING.

P. GILDINACK.

FRED CHRISTIANSEN.

EDWARD FINN.

FRANK HARRIGAN.

MRS. AGNES OLSON.

MISS ANNA KRAREKEMZ.

MRS. MARY FRIES.

MRS. BENNIE MCGRORY.

EDNA AND MILDRED MCGRORY.

WILLIAM HOLTZ.

BENSON MOCHOWICZ.

GUS CHAKORA.

JOHN GARTINSKI.

LYDD DOLESECH.

WILLIAM PETERSON.

MRS. IDA PETERSON.

CATHERINE HEISER.

ANNA BREMMER.

BELLE MATHEWSON.

JAMES RYLAND, wife, and 4-year-old son.

WILLIAM FITZGERALD, wife, and two children.

FRANK BROZAK.

ANTONETTE BROZAK.

FRANK STEJANEKA.

A. STEJANEKA.

JESSIE WARREN.

MRS. JOHN SKOWALSKI.

EDWARD ASKA.

LOTTIE MONTGOMERY.

BESSIE MONTGOMERY.

GRACE V. ELONG.

MRS. LOTTE MITT.

MRS. ROSE LAZZARA.

JOHN CARO.

FRANK HEFLE, wife, and 19-year-old daughter.

KATHERINE HEFLE, 16 years.

MRS. HATTIE GIDWIN, Berwyn, Ill., and son.

CHARLES PATTI, insurance man.

CHARLES DREHER, 40 years.

THOMAS PERICH, 40 years.

FRANK CORNEY, 17 years.

ROSE KOTOVSKY, 20 years.

JENNIE KOTOVSKY, sister of Rose.

MISS MARY PELLMAN, 17 years.

MISS ANNA GOLINICK.

MISS S. NEWBERG.

ALBERT ANDERSON.

GEORGE SCHLEICHERT.

ITALIAN CABINET CONSIDERS TURK

Rome Ministry Takes Up the Question
of Declaring War Upon the
Ottoman Empire.

Rome, (via Paris) July 24.—The Italian cabinet meeting yesterday was devoted to a discussion of the relations between Italy and Turkey, according to the Giornale d'Italia. The ministers will hold other sessions this morning and evening.

Queenstown, July 24.—A body washed ashore at Killooligan gateway on the Irish coast has been identified from documents found in the coat pocket and from the name on the linen as that of Lindon Bates, Jr., an American victim of the sinking of the Lusitania.

\$25,000 Fire at McLean.

Bloomington, Ill., July 24.—Fire at McLean early today destroyed Aldrich's elevator, Columbian hall, Barney's restaurant and the telephone exchange, incurring a loss of \$25,000.

THE WEATHER

Forecast Till 7 P. M. Tomorrow, for
Rock Island, Davenport, Moline
and Vicinity.

Unsettled weather tonight and Sunday with probably showers; slightly cooler tonight.

Temperature at 7 a. m. 66. Highest yesterday 83. Lowest last night 65. At 1 p. m. today 77.

Precipitation .11 inch.

Relative humidity at 7 p. m. 62, at 7 a. m. 85, at 1 p. m. today 67.

Stage of water 6.5, no change in last 24 hours.

J. M. SHERIER, Local Forecaster.

PLEASURE SEEKERS TRAPPED WHEN VESSEL TOPPLES JUST AS IT IS READY TO DEPART FOR AN INDIAN RESORT; OFFICERS ARE HELD

Majority of Victims Are Found to be Women and
Children, Whose Bodies Are Scratched, Giving
Mute Evidence of Desperate Struggles to
Save Themselves—City in Mourn-
ing Over the Disaster.

Chicago, Ill., July 24.—At 2:40 o'clock this afternoon Coroner Hoffman estimated the number of dead at 1,300. First Deputy Chief of Police Schuettler estimated the number of dead at 1,700.

Chicago, Ill., July 24.—Loaded with 2,500 excursionists, employees of the Western Electric company and their families, the steel steamer Eastland capsized at her dock in the Chicago river today.

Six hours after the accident the police had checked more than 500 bodies as recovered and some estimates were that perhaps 1,200 men, women and children had perished. Others placed the number as even higher, but evidence to substantiate such figures was lacking. Scores who escaped drowning were hurt in the panic that marked the disaster.

City, county, state and federal officials worked to learn the cause of the disaster, to recover bodies of victims, trace missing persons and aid the injured. In this they were assisted by every agency that the city could summon, hospitals, mercantile concerns, physicians, churches and organized charities lending their organizations or experience to the work.

The crowding of passengers to one side of the boat is supposed to have caused the tragedy, but authorities, not satisfied with this explanation, ordered the arrest of officers of the boat, and Captain Harry Pedersen and Dell Fisher, first mate, were taken to police headquarters.

Panic of the worst kind struck the passengers when the boat began to turn over. Accounts of witnesses said the steamer rolled slightly twice, then turned further and that hundreds of screaming, struggling men, women and children slid across the sloping decks, fought for room on the companion-ways and clutched at companions, deck chairs or any other object that came to hand.

Women and children by the hundreds were caught below decks and the scratched faces, torn clothing and bruised bodies of the dead bore mute evidence of the desperation with which they had fought for a chance for life.

The whole tragedy occurred in less than five minutes. Members of the crew shouted warnings as the steamer first tilted and Captain Pedersen ordered lower deck ports opened and all passengers ashore. There was, however, no chance for such a measure to succeed.

Some 7,000 tickets had been distributed for the excursion and five steamers chartered by the company. The Eastland was the first to revolve its quota and when its chartered capacity was reached federal inspectors ordered that no more should be taken aboard. The boat was docked on the south side of the river and when the hundreds hurrying to the boat were turned back from it they streamed across the Clark street bridge to the steamer Theodore Roosevelt, which was to take the second boat load.

Screams Hail Rush.

Screams of the Eastland victims halted this rush and the bridge was jammed with people until police, fearing that the structure would collapse, ordered it cleared.

Every resource of the city was turned to the rescue work. Remembering the frequent theatre disaster, mercantile concerns in the vicinity hurried motor trucks to the scene. Living with blankets to warm the living or cover the dead. Pulmonologists by the score were sent to the dock, physicians, police, firemen, government life savers and nurses were summoned and all hospitals and morgues notified to prepare for patients or corpses.

The steamer floated on its side into midstream and tugs, motor boats and other rivercraft swarmed about it. Firemen climbed on the hull, forced openings in the steel hull and through these searched the cabins for possible victims.

A few hours' inquiry caused investigating officials to lean strongly toward the theory that the peculiar construction of the boat was responsible for the accident. The Eastland was equipped with water ballast so that it could enter the harbor of South Haven, Mich., and other shallow ports and river mouths. When approaching such entries the water would be forced from the tanks, reducing the boat's draft. Ballast would be taken on again when the vessel emerged from harbor.

It was the theory of the officials that most of the ballast had been forced from the tanks in anticipation of a heavy load today. The steamer was thus rendered top-heavy. It was thought, and this, if a fact, would explain why she capsized so quickly.

Keel May Have Grounded.

The strength of the river current was another factor that engaged attention in connection with the possibility that the keel had grounded in the mud of the river bed. Those who discussed this theory thought that the current, working against the pull of the hawsers toward the dock, made a fulcrum of the keel and turned the steamer over. This theory, too, was based largely on the alleged top-heavy condition of the vessel.

Still another theory was that a tug started pulling on the steamer before the dock lines were cast off. This, however, was denied.

Federal Judge Landis ordered a special grand jury empaneled to make an investigation of the disaster. The jury will meet next Thursday.

Seven persons were injured, two seriously, shortly before 1 o'clock, when the sidewalk in front of an undertaking room in North Clark street collapsed under the weight of the crowd seeking entrance to where 21 victims of the Eastland lay. The crowd dropped 16 feet to the basement.

Accused of Robbing Dead.

A man giving the name of Tony Santoni was arrested after a struggle within the overturned steamer and was accused of robbing the dead under pretense of aiding the work of rescue.

Were made to revive every person taken from the wreck. Then as the hopelessness of resuscitating later victims became apparent, divers were summoned to explore the depths of the boat. Equipped with ropes they groped their way into the innermost recesses of the hull. Every other minute their assistants were signalled to "pull" and another victim was added to the numbered dead. It was the results of the divers' work that caused the coroner and police estimates to amount above 1,000.

Police and fire tugs organized the river craft into a rescue fleet. Boats were directed to cruise down the river and watch for bodies and the sanitary canal trustees were asked to close the dam at Lockport, Ill., thus shutting off the current of the river, in order to aid in this work.

Rumors of the disaster spread rapidly. Its full significance was realized when motor trucks, piled high with blankets, forms, rolled through the loop to morgues and undertaking establishments.

Flags at Half Mast.

"It's worse than the Iroquois," was the word that went about the streets, and immediately the city went into mourning. The American and Federal league baseball games were called off, many theatres announced their doors would be closed tonight and churches summoned their members to pray for the dead and offer comfort to the living. Flags were lowered to half mast on many business establishments.

Gray, laden clouds that overhung the city early in the day grew heavier toward noon and a steady drizzle turned into rain. Watchers at the wreck held their places despite the discomforting conditions and searchers for

missing persons continued their rounds of the moraines.

Investigations were started by the federal steamship inspectors, the city police, county coroner and state's attorney. The activity of this last official hinted at possible submission of the results of his investigation to a grand jury.

Word was received from Lieutenant Governor Barratt O'Hara at Springfield, acting governor in the absence of Governor Dunne, that he would appoint at once a representative to attend the investigation of the disaster begun by State's Attorney Hayne and federal officials.

No Chance to Escape.

The steamer had been chartered for the day by the Western Electric company employees, who had planned an excursion to Michigan City, Indiana.

Passengers were crowded on the ship shortly before 8 o'clock, the hour it was to leave, when the boat slowly listed toward the middle of the river.

It is said there were 2,500 people on the steamer. When the boat started to tip the officers shouted warnings, but it was too late. The heavily loaded steamer continued to roll until the hawsers which held it to the dock snapped. A moment later, amid the screams of passengers, the steamer turned over on its side and floated out into the middle of the river.

Apparently scores of women and children in the cabin were drowned without being given a chance to escape. Hundreds of other passengers were able to climb on the side of the boat which lay above water and were later taken off by rescuers.

Seven relatives of the late Charles A. Plamondon, who lost his life on the steamship Lusitania, who were on the steamer Eastland, have been rescued. Life preservers were cast into the river from the steamship Theodore Roosevelt, which was docked across the river and scores of the Eastland's passengers clung to them until picked up by boats.

Candy Butcher Tells Story.

City fire boats, police launches and life boats from nearby steamers in the river rushed to the rescue. A hole was cut through the side of the lower deck by life savers and the bodies of six victims, five of whom were women, were soon taken out. L. D. Gador, employed as a "candy butcher" on the steamer, was the first eye witness to tell a detail story of the accident.

"It was about 7:40 o'clock this morning and the boat was lying at the dock near Clark street bridge loading with passengers," said Gador. "We were to leave in 20 minutes and the upper deck and cabins were crowded

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